

CANADIAN PACIFIC RAILWAY COMPANY.



ATLANTIC DIVISION.

TIME BILL NO. 39.

TO TAKE EFFECT

SUNDAY, OCT. 6th, 1895,

AT 4 O'CLOCK, P. M.

At the hour a New Time Bill takes effect all Trains then on the Road lose all their rights, and cannot proceed without Special Orders through Train Dispatcher.

It must be understood that Trains on a New Time Bill do not run unless starting from their Terminal Points after the New Time Bill takes effect.

It will be understood that Regular Trains are named by the day of departure from Terminal Stations over the respective Sections.

The Company reserve the right to make such variations in this Bill as circumstances may require.

Trains run by EASTERN STANDARD TIME, 75th MERIDIAN.

See Special Instructions inside.

* Flag Stations. Trains stop only when duly signalled, or to leave passengers.

† Trains do not stop.

W Water Tank. D Day Telegraph Office. N Night Telegraph Office.

READ RULES CAREFULLY.

Important Changes!

Destroy Previous Time Bills!

THOS. TAIT,
ASST. GENL. MANAGER.

H. P. TIMMERMAN,
GENERAL SUPERINTENDENT.

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SPECIAL RULES.

WESTWARD TRAINS.—Trains St. John and Carleton to Vanceboro—Mattawamkeag to Brownville Junction—Brownville Junction to Megantic—Fredericton to Fredericton Junction—St. Stephen and St. Andrews to McAdam—Edmundston, Presque Isle and Houlton to McAdam—and Gibson to Newburg Junction—are called **WESTWARD** Trains.

EASTWARD TRAINS.—Trains Megantic to Brownville Junction—Brownville Junction to Mattawamkeag—Vanceboro to St. John and Carleton—Fredericton Junction to Fredericton—McAdam to St. Andrews and St. Stephen—McAdam to Houlton, Presque Isle and Edmundston—and Newburg Junction to Gibson—are called **EASTWARD** Trains.

All Trains and Engines running on the Atlantic Division excepting between Vanceboro and Mattawamkeag, will be governed by the Rules and Regulations of the Canadian Pacific Railway, approved by the Board of Directors, and in effect August 1st, 1890; and between Vanceboro and Mattawamkeag will be governed by the Rules and Regulations and Time Table of the Maine Central Railroad.

All Light Engines running between St. John and Fairville will run on line clear orders.

Engineers of Light Engines coming from Fairville to St. John for Trains will report at the Telegraph Office for line clear order 45 minutes previous to the time of departure of their Train from St. John.

All Trains and Engines from St. Stephen, St. Andrews, and from the West must come to a full stop before crossing Junction Switch, McAdam Yard.

No Train or Engine will follow another Train or Engine between McAdam and Vanceboro or between St. John and Fairville without a clearance order showing the arrival at next Station ahead of the preceding Train, without an order from the Train Dispatcher.

At the Curve and Grade immediately east of Semaphore, at east end of McAdam Yard, all Trains will approach carefully and under full control.

Regular Trains run daily, Sunday excepted, unless otherwise specified.

Passenger Trains will wait for connections unless ordered to the contrary.

A Green Flag or Lamp displayed at a Station denotes that the passing Train must stop for Passengers, but it does not necessitate a clearance order.

Sidings or Spur Tracks at stations shown in small type are not intended for the crossing of trains or engines.

Two long blasts of the whistle must be sounded on approaching the following Stations: St. John, Fairville, Fredericton Junction, McAdam Junction, Vanceboro, St. Stephen, Watt Junction, Debec Junction, Woodstock, Newburg Junction, Aroostook Junction and Fredericton, with the exception of trains and engines from the Northern and Southern Sections approaching McAdam Junction, when only one long blast of the whistle will be sounded.

When two Locomotives are coupled together in any Train they must uncouple at the following Bridges, and cross them separately: Woodstock, Acker Creek, Andover, Aroostook, and Grand Falls Bridge. Two minutes must be used crossing Andover Bridge, and three minutes crossing Upper Woodstock Bridge, with Train or Engine. When Trains require assistance over the grades from St. John, McAdam, Vanceboro, St. Stephen, and Woodstock Stations, the Agent at those points has right to send an Engine in rear of such Train TO THE TOP OF THE GRADE, and such Engines may return by having the Switchman put out a Red Signal to hold all Trains until the Assisting Engine returns.

At Stations where there are Semaphores it will be the duty of the Conductor to see that the Agent, Operator, or Yardmen places the Semaphore at danger in rear of their Train as soon as it has entered the Station Yard. And at night where there is no one that is connected with the Station, it will be the duty of the Conductor or his Brakeman to place it at danger immediately on coming to a stop, and replace it at all right when leaving the Station.

At all Stations where Semaphores govern the approach of Trains, when the Semaphore stands at danger all Trains both Regular and Special must stop outside the "Yard Limit" sign, and not proceed until the signal is right for them to do so. If Semaphore is outside of "Yard Limit" sign, Trains and Engines must stop outside the Semaphore.

"Yard Limit" signals are placed at the outside limits of the yards at Carleton, Fairville, Fredericton, McAdam, Vanceboro, St. Stephen and Woodstock.

Engines Shunting have the right to use the Main Line in yard as far as "Yard Limits" when protected by Semaphores.

At Debec, Trains or Engines using Y to turn will first run to Station, then back up under a signal.

All Trains and Engines will approach unprotected Road Crossings between Fairville and St. John under control, and cross at a rate of speed not exceeding 6 miles per hour.

Passenger Train Conductors on approaching the International Boundary at McAdam, Vanceboro, Lowelltown and Megantic must notify passengers where their baggage will be examined by Customs Officers, and will see that their Brakeman makes this announcement in each car of their Train.

OCTOBER 6th, 1893.

Read Down—Eastward.				Moosehead Section.				Westward—Read Up.				
TELEGRAPH CALLS.	THIRD CLASS.			First Class	MILES	TELEGRAPH OFFICES.	EASTERN STANDARD TIME.	First Class	THIRD CLASS.			TELEGRAPH CALLS.
	43			9			STATIONS.	10	44			
	Freight.			Atlantic Express.				Pacific Express.	Freight.			
		A. M.		A. M.				A. M.		P. M.		
G C		7 00		3 10	175.2	D N	Lev. MEGANTIC..... $\frac{3}{2}$ Arr.	2 20		9 15		G C
	*	7 25		3 23	181.4		DITCHFIELD..... $\frac{6.2}{3.9}$	2 08		8 52		
	*				185.3		Trudell..... $\frac{1.1}{1.1}$					
	*				186.4		Stearns..... $\frac{1.6}{1.6}$					
	*				188.0		Keen..... $\frac{2.6}{2.6}$					
	*	8 05		3 42	190.6		BOUNDARY..... $\frac{4.1}{4.1}$	1 52		8 15		
B M		A 8 20 L 8 55		A 3 50 L 3 55	194.7	D N	LOWELLTOWN..... $\frac{1.7}{1.7}$	1 40		L 7 55 A 7 30		B M
	*				196.4		Caswell..... $\frac{0.9}{0.9}$					
	*				197.3		Skinner..... $\frac{8.7}{8.7}$					
O B		9 43		* 4 20	206.0	D	HOLEB..... $\frac{12.7}{12.7}$	* 1 14		6 42		O B
M R		10 34		4 44	218.7	D	JACKMAN..... $\frac{7.4}{7.4}$	12 51		5 48		M R
N D		11 05		4 57	226.1	D	LONG POND..... $\frac{5.9}{5.9}$	12 36		5 18		N D
	*	11 28		5 08	232.0		MACKAMP..... $\frac{8.6}{8.6}$	12 25		* 4 53		
	*	12 03		5 24	240.6		ASKWITH..... $\frac{7.6}{7.6}$	12 10		* 4 17		
M O		12 35		* 5 38	248.2	D	MOOSEHEAD..... $\frac{10.7}{10.7}$	* 11 53		3 47		M O
G V		A 1 20 L 1 45		A 5 59 L 6 02	258.9	D N	GREENVILLE JCT..... $\frac{6.6}{6.6}$	11 35		L 3 00 A 2 35		G V
		2 10 ⁴⁴		6 17	265.5		ELLIOT..... $\frac{9.0}{9.0}$	11 20		2 10 ⁴³		
D G		2 42		* 6 34	274.5	D	ONAWA..... $\frac{9.2}{9.2}$	* 10 59		1 36		D G
	*	3 15		6 52	283.7		BARNARD..... $\frac{8.0}{8.0}$	10 38		* 1 02		
O S		3 45		7 10	292.3	D N	Arr. BROWNVILLE JCT..... $\frac{3}{2}$ Lev.	10 20		12 30		O S
		P. M.		A. M.				P. M.		P. M.		

Trains 43 and 44 will carry passengers.

Trains 43 and 44 run daily.

Train 10 runs through to destination Sunday.

LEVEL CROSSING.

With B. & A. R. R., west end Brownville Junction Yard.

Dispatching Office, Brownville Junction, Maine. Telegraph Call, O S.

J. H. VAN ZILE,

Superintendent,

Brownville Junction,
Maine.

Up.

Read Down—Eastward.

Brownville Section.

Westward—Read Up.

TELEGRAPH CALLS.	THIRD CLASS.			First Class	MILES	TELEGRAPH OFFICES.	EASTERN STANDARD TIME.		First Class	THIRD CLASS.			TELEGRAPH CALLS.
	233			9			STATIONS.		10	234			
	Freight.			Atlantic Express.					Pacific Express.	Freight.			
		P. M.		A. M.					P. M.			A. M.	
OS		4 45		7 20	292.3	D N	Lve. BROWNVILLE JUNCTION, ½	Arr.	10 10			11 30	OS
	*			†	297.3		5.0 Peters.....		†		*		
SC		5 20		* 7 36	301.9	D	4.6 LAKE VIEW.....		* 9 52		10 52		SC
SB		6 02		* 7 57	314.1	D	12.3 SEBOOIS.....		* 9 30		10 05		SB
	* 6 52			† 8 20	327.5		13.4 CHESTER.....		† 9 05		* 9 10		
A		7 20		8 35 ²³⁴	335.1	D N	7.6 Arr..... MATTAWAMKEAG..... ½	Lve.	8 50		8 40 ⁹		A
		P. M.		A. M.					P. M.			A. M.	
A		P. M. 7 30		A. M. 8 40	335.1	D N	Lve..... MATTAWAMKEAG..... ½	Arr.	P. M. 8 45			A. M. 8 00	A
	MAINE CENTRAL RAILROAD.				338.3		3.2 Highland Siding.....		MAINE CENTRAL RAILROAD.				
					343.3	D	5.0 Kingman.....						
					345.4		2.1 Crosscut.....						
					349.9		4.5 Meadow Brook.....						
WT					352.5	D	2.6 Wytplotlock.....						
					354.5		2.0 Herseys.....						
					355.7		1.2 Bancroft.....						
					359.7		4.0 Cherokee Siding.....						
DF					365.0	D N	5.3 Danforth..... ½						
BD					370.0	D	5.0 Eaton.....						
					372.1		2.1 Dudleys.....						
FH					374.6	D	2.5 Forest.....						
					378.9		4.3 Tomah.....						
					382.1		3.2 Todds Farm.....						
					386.1	D	4.0 Lambert Lake.....						
X		11 45		10 20	391.1	D N	5.0 Arr..... VANCEBORO..... ½	Lve	7 05		4 15	X	
		P. M.		A. M.					P. M.			A. M.	

Train 9 will only be stopped at stations marked * for passengers for east of Mattawamkeag.

Trains 233 and 234 will carry Passengers but

will not stop for passengers between Mattawamkeag and Vanceboro except to and from C. P. points.

Trains 233 and 234 run daily.

Train 10 will only be stopped at stations marked * for passengers for west of Megantic.

Dispatching Office, Brownville Junction, Maine.

Telegraph Call, O. S.

LEVEL CROSSING.

With B. & A. R. R., west end Brownville Junction Yard.

J. H. VAN ZILE,

Superintendent,

BROWNVILLE JUNC., MAINE.

READ DOWN-EASTWARD.

VANCEBORO SEC

TELEGRAPH CALLS.	THIRD CLASS.				FIRST CLASS.						MILES From Montreal.	TELEGRAPH OFFICES.	EASTERN STANDARD TIME.	
	13	53	23	233			9		11				7	STATIONS.
	Freight.	Woodstock Freight.	Freight.	Through Freight.			Atlantic Express.		Aroostook Express.				Night Express.	
X	P. M. 4 30	A. M. 4 35	A. M. 1 40	A. M. 12 15			A. M. 10 30		A. M. 10 15		A. M. 1 20	391.1	D N	Lvs.....VANCEBORO..... 0.3 St. Croix..... 6.0
	*	*	†	†			†		†		†	391.4		
M A	4 55 P. M.	5 00 A. M.	2 00 A. M.	12 40 A. M.			10 45 A. M.		10 30 A. M.		1 35 A. M.	397.4	D N	Arr.....McADAM JUNC.....

READ DOWN-EASTWARD.

ST. JOHN SECTI

TELEGRAPH CALLS.	THIRD CLASS.				SECOND CLASS.		FIRST CLASS.				MILES From Montreal.	TELEGRAPH OFFICES.	EASTERN STANDARD TIME.						
			23				25			9.						3			7
			Freight.				Mixed.			Atlantic Express.						St. John Local.			Night Express.
M A			A. M. 2 45		P. M. 3 00					A. M. 10 50			A. M.			A. M. 1 50	397.4	D N	Lve.....McADAM JUNCTION, 1.8 McAdam, Ballast Pit, 0.8 MAGAGUADAVIC, 4.3 PRINCE WILLIAM, 5.9 HARVEY, 5.4 CORK, 4.6 GREEN POINT, 7.3 TRACEY, 3.3 FREDERICTON JUNCTI 2.8
			†		†					†			†			†	399.2		
			† 3 14		* 3 30 ²⁶					† 11 07						* 2 12	406.0		
			† 3 29		* 3 45					† 11 15						* 2 23	410.3		
D			3 49		4 05					* 11 26						2 37	416.2	D	HARVEY, 5.4
			† 4 08		* 4 23					† 11 36						* 2 50	421.6		CORK, 4.6
			† 4 23		* 4 39					† 11 44						* 3 02	426.2		GREEN POINT, 7.3
			† 4 47		* 5 03					† 11 57						* 3 22	433.5		TRACEY, 3.3
H			A 5 00 L 5 30		A 5 15 ¹⁰ L 5 40					A 12 05 ²⁶ L 12 10			6 42			A 3 30 L 3 45	436.8	D N	FREDERICTON JUNCTI 2.8
			* 5 45		* 5 50					† 12 17			* 6 47			* 3 42	439.6		BAILEY, 1.5
			* 5 54		* 5 57					†			* 6 51			* 3 46	441.1		South Branch, 3.2
H Y			6 12		6 08 ⁴					* 12 25			6 57			3 54	444.3	D	HOYT, 2.8
			* 6 27		* 6 17					† 12 31			* 7 02			* 4 02	447.1		ENNISKILLEN, 2.4
			* 6 40		* 6 26					† 12 36			* 7 06			* 4 07	449.5		GASPEREAUX, 3.5
			A 7 00 ² L 7 30		* 6 38					† 12 42			* 237 12			* 4 17	453.0		CLARENDON, 4.4
N S			A 7 50 L 8 05		6 53					* 12 50			7 20 ²			4 28	457.4	D	WELSFORD, 2.5
					†					†			*			†	459.9		Eagle Rock, 1.6
			* 8 26		* 7 07					† 12 57			* 7 29			* 4 39	461.5		BLAGDON, 1.6
			* 8 34		* 7 13					†			* 7 33			* 4 43	463.1		Nerepis, 3.2
			* 8 50		* 7 24					†			* 7 40			* 4 52	466.3		Lingley, 1.0
B D			8 55		7 28					* 1 08			7 43			4 55	467.3	D	WESTFIELD BEACH, 1.6
			* 9 03		* 7 33					†			* 7 47			* 4 58	468.9		Riverbank, 0.7
			* 9 07		* 7 36					†			* 7 49			* 5 01	469.6		Ingleside, 1.7
			9 15 ²⁶		* 7 42					† 1 15			* 7 53			* 5 05	471.3		GRAND BAY, 3.0
			* 9 27		* 7 52					†			* 7 59			* 5 12	474.3		Sutton, 0.9
			*		†					†			*			†	475.2		Stevens, 1.4
			* 9 35		* 8 00					†			* 8 04			* 5 18	476.6		South Bay, 2.3
W			A 9 45 L 10 00		A 8 10 ²⁴ L 8 20					1 30			8 10 ²⁶			5 25	478.9	D N	FAIRVILLE, 2.3
C N			10 15 A. M.		8 35 P. M.					1 40 P. M.			8 20 A. M.			5 35 A. M.	481.2	D N	Arr.....ST. JOHN,

Train 10 will only be stopped at stations where marked * for passengers for west of Vanceboro.

Train 24 runs to destination Sunday.

Trains 4 and 25 will make a positive crossing at Hoyt.

Trains 3, 4, 7, 24 and 25 will stop at French's, Ballentine's and Baya

Trains 233 and 234 run daily.

Train 9 will only be stopped at

Train 7 runs dai

OCTOBER 6th, 1895.

5

VANCEBORO SECTION.

WESTWARD-READ UP.

TELEGRAPH OFFICE.	EASTERN STANDARD TIME.		MILES	FIRST CLASS.								THIRD CLASS.			TELEGRAPH CALLS.	
	STATIONS.			2		10		12		14		26	234	54		
				Boston Express.		Pacific Express.		Vanceboro.		Montreal and Boston.		Way Freight.	Through Freight.	Woodstock Freight.		
D N	Loc.....	VANCEBORO.....	90.1	A. M.		P. M.		A. M.		P. M.		P. M.	A. M.	P. M.		X
		0.3		9 40		7 00		9 55		6 45		5 20	3 45	3 55		
		St. Croix.....	89.8	†		†		†		†		*	†	*		
		6.0														
D N	Arr.....	McADAM JUNC.....	83.8	9 25		6 45		9 40		6 30		5 00	3 20	3 30		M A
				A. M.		P. M.		A. M.		P. M.		P. M.	A. M.	P. M.		

ST. JOHN SECTION.

WESTWARD-READ UP.

TELEGRAPH OFFICES.	EASTERN STANDARD TIME.		MILES St. John to McAdam Jct.	FIRST CLASS.								THIRD CLASS.				TELEGRAPH CALLS.
	STATIONS.	2 Boston Express.		10 Pacific Express.	4 Frederic'tn Local.	8 Passenger.	26 Way Freight.	24 Through Freight.								
D N	Loc.....	McADAM JUNCTION,...	83.8	A. M. 9 20	P. M. 6 40	P. M.	A. M.	P. M. 4 05	A. M. 1 40	M A						
		1.8 McAdam, Ballant Pit,.....	82.0	†	†			†	†							
		0.8 MAGAGUADAVIC,.....	75.2	* 9 05	† 6 24			L 330 ²⁵ A 320	* 1 08							
		4.3 PRINCE WILLIAM,.....	70.9	* 8 57	† 6 17			* 3 00	* 12 52							
D		5.9 HARVEY,.....	65.0	* 8 48	* 6 07			2 33	12 30	D						
		5.4 CORK,.....	59.6	* 8 37	† 5 57			* 2 08	* 12 10							
		4.6 GREEN POINT,.....	55.0	† 8 27	† 5 47			* 1 48	* 11 50							
		7.3 TRACEY,.....	47.7	* 8 13	† 5 31			* 1 15	* 11 19							
D N		3.3 FREDERICTON JUNCTION,...	44.4	L 8 05 A 8 00	L 5 25 ²⁵ A 5 20	6 24		L 1 00 ⁹ A 11 55	L 11 05 A 10 50	H						
		2.8 BAILEY,.....	41.6	† 7 54	† 5 15	* 6 18		* 11 42	* 10 41							
		1.5 South Branch,.....	40.1	†	†	* 6 15		* 11 34	* 10 34							
D		3.2 HOYT,.....	36.9	* 7 46	* 5 08	6 08 ²⁵		11 20	10 22	H Y						
		2.8 ENNISKILLEN,.....	34.1	* 7 40	† 5 04	* 6 02		* 11 07	* 10 12							
		2.4 GASPEREAUX,.....	31.7	* 7 36	† 5 00	* 5 57		* 10 55	* 10 02							
		3.5 CLARENDON,.....	28.2	* 7 30 ²³	† 4 53	* 5 49		* 10 39	* 9 48							
D		4.4 WELSFORD,.....	23.8	7 20 ³	* 4 45	5 40		10 18	9 32	N S						
		2.5 Eagle Rock,.....	21.3	†	†	* 5 34		*	†							
		1.6 BLAGDON,.....	19.7	† 7 13	† 4 38	* 5 31		* 10 00	* 9 16							
		1.6 Nerepis,.....	18.1	†	†	* 5 28		* 9 52	* 9 10							
		3.2 Lingley,.....	14.9	†	†	* 5 21		* 9 37	* 8 58							
D		1.0 WESTFIELD BEACH,.....	13.9	* 7 03	* 4 29	5 18		9 33	8 55	B D						
		1.6 Riverbank,.....	12.3	†	†	* 5 14		* 9 26	* 8 48							
		0.7 Ingleside,.....	11.6	†	†	* 5 12		* 9 23	* 8 45							
		1.7 GRAND BAY,.....	9.9	* 6 55	† 4 23	* 5 08		9 15 ²³	* 8 39							
		3.0 Sutton,.....	6.9	†	†	* 5 02		* 9 03	* 8 27							
		0.9 Stevens,.....	6.0	†	†	*		*	†							
		1.4 South Bay,.....	4.6	†	†	* 4 56		* 8 54	* 8 18							
D N		2.3 FAIRVILLE,.....	2.3	6 40	4 10	4 50	8 40	L 8 45 ³ A 7 30	L 8 10 ²⁵ A 7 55	W						
D N	Arr.....	2.3 ST. JOHN,.....	0	6 30	4 00	4 40	8 30	7 10	7 40	C N						
				A. M.	P. M.	P. M.	A. M.	A. M.	P. M.							

Train 9 will only be stopped at stations where marked * for passengers for St. John.

Trains 24 and 26 will carry passengers.

Stop at French's, Ballantine's and Bayard's crossing on signal or notice to Conductor.

Train 12 will not carry Passengers.

Train 7 runs daily (Monday excepted).

Despatching Office: St. John.

Telegraph Call: C. N.

OCTOBER 6th, 1895.

Read Down — Eastward.				Carleton Section.				Westward — Read Up.			
THIRD CLASS.				MILES	EASTERN STANDARD TIME.		MILES	THIRD CLASS.			
TELEGRAPH CALLS.	17		15	From Montreal.	STATIONS.		Fairville to Carleton.	16		18	TELEGRAPH CALLS.
	Freight.		Freight.					Freight.		Freight.	
W	P. M.	1 15	A. M.	478.9	Lev. FAIRVILLE.....	Arr.	0.0	A. M.	11 45	3 30	W
		* 1 23	* 9 08	481.1	2.2 Bay Shore.....		2.2	* 11 37		* 3 22	
X Y	P. M.	1 30	A. M.	482.9	1.8 Arr. CARLETON.....	Lev.	4.0	A. M.	11 30	3 15	X Y

Trains 15, 16, 17 and 18 will carry passengers.

Dispatching Office, St. John. Telegraph Call, C N.

TRAIN DISPATCHERS.

MOOSEHEAD AND BROWNVILLE SECTIONS.

A. H. MANSFIELD, Chief Dispatcher.
 W. H. WARE, Dispatcher.
 D. H. RYAN, Dispatcher.

VANCEBORO, ST. JOHN, CARLETON AND FREDERICTON SECTIONS.

D. W. NEWCOMB, Chief Dispatcher.
 W. B. BROWN, Dispatcher.
 W. F. NOBLE, Dispatcher.

J. H. VAN ZILE,

Superintendent,
 Brownville Junction,
 Maine.

Read Down — Eastward.				Fredericton Section.				Westward — Read Up.			
SECOND CLASS.				FIRST CLASS.	MILES	EASTERN STANDARD TIME.		MILES	FIRST CLASS.	SECOND CLASS.	TELEGRAPH CALLS.
TELEGRAPH CALLS.	21	19	4	From St. John.	STATIONS.		Fredericton to Van Det.	3	St. John Express.	20	22
	Mixed.	Mixed.	Fred'ton Express.							Mixed.	Mixed.
H	P. M.	A. M.	P. M.	44.4	Lev. FREDERICTON J.C. & Ar.	22.1	6 40	A. M.	11 55	5 00	H
	12 30	8 05	6 25	47.4	3.0 Three Tree Creek.....	19.1	* 6 34		* 11 47	* 4 52	
	* 12 38	* 8 13	* 6 31	52.5	5.1 RUSSIAGORNIS.....	14.0	* 6 26		* 11 33	* 4 38	
	* 12 52	* 8 27	* 6 41	56.5	4.0 Waasis.....	10.0	* 6 20		* 11 22	* 4 27	
	* 1 03	* 8 38	* 6 49	58.5	2.0 Wood Sliding.....	8.0	†		*	*	
	*	*	†	61.2	2.7 Glasier.....	5.3	* 6 13		* 11 11	* 4 16	
	* 1 14	* 8 49	* 6 57	63.2	2.0 Doak.....	3.3	* 6 09		* 11 06	* 4 11	
	* 1 19	* 8 54	* 7 01	64.5	1.3 Victoria.....	2.0	†		*	*	
	*	*	†	65.1	0.6 Morrison.....	1.4	* 6 05		* 11 01	* 4 06	
	* 1 24	* 8 59	* 7 05	65.5	6.4 Salamauea.....	1.0	*		*	*	
R S	P. M.	A. M.	P. M.	66.5	1.0 Arr. FREDERICTON & Lev.	0.0	6 00	A. M.	10 55	4 00	R S

Dispatching Office, St. John. Telegraph Call, C N.

JOHN STEWART,
 Superintendent,
 Woodstock, N. B.

OCTOBER 6th, 1895.

7

Read Down—Eastward.

Southern Section

Westward—Read Up.

TELEGRAPH CALLS.	SECOND CLASS.			Miles	EASTERN STANDARD TIME.	MILES	SECOND CLASS.			TELEGRAPH CALLS.
	52	28	32				51	27	31	
	Mixed.	Mixed.	Mixed.				Mixed.	Mixed.	Mixed.	
	P. M.	A. M.	A. M.		STATIONS.		A. M.	A. M.	P. M.	
MA	6 55	10 55	82.8	Le McADAM JUNC. & Ar	33.9	9 00	6 15			MA
				Junction Switch.						
				8.3						
	7 25	11 15	92.1	BARBER DAM & *	25.6	8 34	5 48			
				5.4						
	7 40	11 27	97.5	LAWRENCE ..*	20.2	8 18	5 34			
				1.0						
RO	7 45	11 30	98.5	Ar. WATT JUNC. & Ar	19.2	8 15	5 30			RO
				4.4		8 10	5 25			
				Le. MEADOWS ..*	14.8	7 52	5 12			
	8 00	11 50	103.9							
				6.1						
	8 20	12 08	109.0	MOORE'S MILLS	8.7	7 30	4 55			
				3.5						
	8 34	12 19	112.8	Maxwell ..*	4.9	7 17	4 45			
				3.9						
	8 46	12 30	116.7	Shore Line Transfer. &	1.0	7 04	4 34			
HC	8 50	12 35	117.7	Ar. ST. STEPHEN & Lv	0.0	7 00	4 30			HC
RO		11 40	98.5	Le WATT JUNC. Ar	27.5	8 10				RO
				3.3						
		11 52	101.8	DUMBARTON ..*	24.2	7 57				
				3.0						
		12 03	104.8	ROLLING DAM ..*	21.2	7 48				
				2.4						
		12 11	107.2	Hewitt ..*	18.8	7 40				
				1.8						
		12 17	109.0	S. L. R'y Crossing	17.0	7 33				
				2.4						
		12 26	111.4	Rolx Road. & *	14.6	7 24				
				1.9						
		12 33	113.3	Wawelg ..*	12.7	7 17				
				2.3						
		12 43	115.6	Bartlett ..*	10.4	7 07				
				3.0						
			119.1	Dougherty ..*	6.9					
				2.4						
		1 04	121.5	CHAMCOOK ..*	4.5	6 46				
				2.3						
		1 12	123.8	Bar Road.*	2.2	6 37				
				2.2						
QN		1 20	126.0	Ar. ST. ANDREWS & Lv	0.0	6 30				QN
	P. M.	P. M.	P. M.			A. M.	A. M.	P. M.		

LEVEL CROSSING.

Shore Line Railway Crossing.

Dispatching Office, Woodstock. Telegraph Call, W. S.

JOHN STEWART,
Superintendent,
Woodstock.

N. B.

OCTOBER 6th, 1895.

Eastward—Read Down.					Northern Section.			Read Up—Westward.						
TELEGRAPH CALLS.	THIRD CLASS.		SECOND CLASS.		1st Class	MILES	EASTERN STANDARD TIME.	MILES	1st Class	SECOND CLASS.		THIRD CLASS.		TELEGRAPH CALLS.
		31	33	53	51				52	54	34	32		
	Freight.	Mixed.	Mixed.	Express.	Express.				Mixed.	Mixed.	Freight.			
STATIONS.														
M A		P. M.	P. M.	A. M.	A. M.	33.9	Lv.....McADAM JUNC. ½ Ar.	51.0	P. M.	P. M.	A. M.	A. M.		M A
		7 00		6 00	10 55		2.0		6 25	2 30		10 30		
				†	†	35.9	Mandlay,.....	49.0	†	†				
				†	†	39.9	COTTRELL.....	45.0	†	†				
B Y		7 35		* 6 35	* 11 15	43.5	SUGAR BROOK.....	41.4	* 6 04	* 1 50		9 55		
		8 03		* 7 00	* 11 29	49.9	DEER LAKE.....	35.0	* 5 49	* 1 20		9 30		
				†	†	51.6	Shogomoc.....	33.3	†	†				
		8 35		7 25 7 45	11 42	56.0	CANTERBURY..... ½	28.9	5 38	12 55		9 05		B Y
F S				†	†	57.3	Grant.....	27.6	†	†				
		8 55		* 8 05	* 11 52	60.8	Scott.....	24.1	* 5 26	* 12 30				
				†	†	65.7	Murchie.....	19.2	†	†				
		9 25		8 25 ³²	12 05 ⁵⁴	66.6	BENTON..... ½	18.3	5 15	12 05 ⁵¹ 11 55		8 25 ³³ 8 00		F S
D C		10 00	5 20	8 50	12 20 12 25	73.9	Ar.....DEBEC JUNC. ½ Lv.	11.0	5 00 4 55	11 30	8 40	7 30		D C
			*	*	*	78.5	Teed's Mill.....	6.4	*	*	*			
			†	†	†	80.2	DIBBLEE.....	4.7	†	†	†			
		10 40	5 55	9 30	12 50	84.7	WOODS OCK..... ½	.5	4 30	10 55	8 05	6 35		W S
W S		10 45	6 00			85.1	Ar.....Queen Street.....Lv	.0		10 50	8 00	6 30		
		P. M.	P. M.	A. M.	P. M.				P. M.	A. M.	A. M.	A. M.		

Eastward—Read Down.					Houlton Section.					Read Up—Westward.				
TELEGRAPH CALLS.	Second Class.				MILES	EASTERN STANDARD TIME.	MILES	Second Class.				TELEGRAPH CALLS.		
			37	35	From McAdam Jct.	STATIONS.	Houlton to Debec.	36		38				
			Mixed.	Mixed.				Mixed.		Mixed.				
D C			P. M.	A. M.					A. M.		P. M.		D C	
			12 25	9 00	40.0	Lv.....DEBEC JUNC... ½ Ar. 3.6	8.0	11 25		4 50				
S			* 12 35	* 9 10	43.6	Greenville..... 4.4	4.4	* 11 15		* 4 40			S	
			12 45	9 20	48.0	Ar.....HOULTON..... ½ Lv	.0	11 05		4 30				
			P. M.	A. M.					A. M.		P. M.			

Trains 31 and 32 will carry passengers.

Dispatching Office at Woodstock.

Telegraph Call, W. S.

JOHN STEWART,
Superintendent,
Woodstock.

OCTOBER 6th, 1895.

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Eastward—Read Down.					Aroostook Section.			Read Up—Westward.								
TELEGRAPH CALLS.	THIRD CLASS.		SECOND CLASS.		FIRST CLASS.	MILES	EASTERN STANDARD TIME.		MILES	FIRST CLASS.	SECOND CLASS.		THIRD CLASS.		TELEGRAPH CALLS.	
	57	55	65		51		STATIONS.			52		66	56	58		
	Freight.	Freight.	Mixed.		Express.		From McAdam Jct.	Presque Isle to Woodstock.		Express.		Mixed.	Freight.	Freight.		
	P. M.	A. M.	P. M.		P. M.					P. M.		A. M.	A. M.	P. M.		
W S	11 00	12 20			12 55	50.8	Le.....WOODSTOCK.....	Ar. 88.6	4 25		10 40	9 00		W S		
		11 05	12 25		1 00	51.3	Queen Street.....	88.1	4 23		10 35	8 55				
					1 04	51.8	Water Works.....	87.6	4 19							
						53.1	Upper Woodstock.....	86.3	* 4 15		* 10 30	8 50				
N B	11 30	12 55			1 25	57.1	Ar.....NEWBURG JC.....	Le 82.3	4 05		10 10	8 30		N B		
					1 45	60.0	Nixon.....	79.4								
						61.4	Deep Creek.....	78.0								
H D	12 00				2 05	63.6	HARTLAND.....	75.8	3 48			8 05		H D		
						66.0	Hales.....	73.4								
						66.9	Peel, Tank.....	72.5								
R	12 20				2 18	67.9	PEEL.....	71.5	3 36			7 45		R		
						69.8	STICKNEY.....	69.6								
Q T	12 50				2 40	74.4	FLORENCEVILLE.....	66.0	3 17			7 20		Q T		
K I	1 05				2 50	77.5	BRISTOL.....	61.9	3 08			7 03		K I		
B	1 20				3 00 ⁵²	80.7	BATH.....	58.7	3 00 ⁵¹			6 47		B		
	1 35				* 3 10	84.7	BEECHWOOD.....	54.7	* 2 48			6 30				
	1 50				* 3 18	87.7	BROWNE.....	51.7	* 2 40			6 15				
						89.3	River de Chute.....	50.1								
						91.5	Muniac.....	47.9								
A C	2 15 ⁵²				3 31	92.6	KILBURN.....	46.8	2 26 ⁵⁵			5 55		A C		
R H	2 30				3 49	99.8	PERTH JC.....	39.6	2 06			5 25		R H		
X A	3 05				3 52	101.0	ANDOVER.....	38.4	2 02			5 17		X A		
O S	6 00	3 30			4 05	105.4	Ar.....AROOSTOOK JC.....	Le 34.0	1 50			5 00	5 00	O S		
						111.3	Fort Fairfield, Tank.....	28.1	1 45							
D F	6 30				4 22 ⁵⁸	112.8	FT. FAIRFIELD.....	Le 26.6	1 25			4 30 ⁵¹		D F		
	7 00					115.1	Stevens' Mill.....	24.3	1 20			3 30				
						117.7	Seates.....	21.7								
						120.0	East Lyndon.....	19.4	* 1 00							
						121.0	Hurd.....	18.4								
R D	7 45				4 52	124.7	CARIBOU.....	14.7	12 45			2 30		R D		
	8 00					128.9	Caribou, Tank.....	10.5				1 30				
						132.8	Parkhurst.....	6.6	* 12 22							
						136.1	Daggett.....	3.3								
P	8 45				5 30	139.4	Ar.....PRESQUE ISLE.....	Le .0	12 05				12 45	P		
	P. M.	P. M.	P. M.		P. M.					P. M.		A. M.	A. M.	P. M.		

Dispatching Office at Woodstock. Telegraph Call, W S.

See Nos. 31, 32, 33, 34, 53 and 54 on page 8.

Trainmen must not ride on top of Cars crossing bridge at Upper Woodstock.

No. 55, 56, 57 and 58 Trains will carry Passengers.

JOHN STEWART, SUPERINTENDENT, WOODSTOCK.

OCTOBER 6th, 1895.

Eastward—Read Down.					Gibson Section.			Read Up-- Westward.				
TELEGRAPH CALLS.	SECOND CLASS.				MILES From Woodstock.	EASTERN STANDARD TIME.	MILES Fredericton to Newburg.	SECOND CLASS.				TELEGRAPH CALLS.
				65				66				
				Mixed.				Mixed.				
N B				P. M.				A. M.				N B
				1 35	6.3	Le...NEWBURG JUNC...Ar.	58.4	10 00				
				1 55	11.1	4.8 Havelock.....*	53.6	9 40				
					14.0	2.9 Upham Mill.....*	50.7					
				2 15	16.0	2.0 COUNTY LINE.....*	48.7	9 15				
					20.2	4.2 Nackawic.....*	44.5					
					21.9	1.7 Woodstock Road.....*	42.8	8 55				
					22.7	8 Gravel Hill, Tank.....‡	42.0					
				2 45	24.5	1.8 MILLVILLE.....*	40.2	8 45				
					26.1	1.6 Extract Works.....‡	38.6					
X					26.2	0.1 Hainesville.....*	38.6					X
				3 00	28.6	2.5 Cahill's.....*	36.1	8 27				
					31.1	2.5 Burtt Lake.....*	33.6					
				3 20	34.5	3.4 Upper Keswick...‡ *	30.2	8 03				
					35.4	9 Inches'.....‡	29.3					
				3 30	37.0	1.6 Burnside.....*	27.7					
					39.6	2.6 STONERIDGE.....*	25.1	7 42				
				3 50	43.1	3.5 Zealand.....‡ *	21.6					
					45.4	2.3 Smith's Corner.....*	19.3	7 21				
				4 10	46.6	1.2 Cardigan.....*	18.1					
R A				4 30	51.1	4.5 KESWICK.....*	13.6	7 00				R A
					52.8	1.7 Rockland.....*	11.9					
				4 50	57.1	4.3 Spring Hill.....*	7.6	6 38				
					60.5	3.4 Douglass.....*	4.2					
S M				5 10	61.8	1.3 ST. MARY'S.....*	2.9	6 20				S M
				5 20		1.1 Gibson.....*	1.8	6 10				
				5 25	62.9	1.8 FREDERICTON.‡ Lv.	.0	5 50				
R S				5 40	64.7							R S
				P. M.				A. M.				

Trains Run daily except Sunday.

Dispatching Office at Woodstock. Telegraph Call, W. S.

All Trains will require special orders from Train Dispatcher to run between Gibson and Frederickton, and must come to a full stop before passing Draw Span in Bridge.

JOHN STEWART,
Superintendent,
Woodstock.

Eastward—Read Down.					Edmundston Section.			Read Up—Westward.					
TELEGRAPH CALLS.	SECOND CLASS.				MILES	EASTERN STANDARD TIME.		MILES	SECOND CLASS.				TELEGRAPH CALLS.
				41				42					
				Mixed.		STATIONS.	Edmundston to Aroostook.		Mixed.				
				P. M.								P. M.	
OS				4 10	105.4	Lv...AROOSTOOK JC...Ar.	57.2	1 30					OS
					108.1	Griffin's, ... $\frac{2.7}{5.9}$ $\frac{1}{2}$ $\frac{1}{2}$	54.5						
				4 40	114.0	Limestone.....*	48.6	12 58					
				4 50	116.3	ORTONVILLE.....*	46.3	12 50					
					120.2	R. De Femme, Ballast Pit, $\frac{3.9}{1.0}$ $\frac{1}{2}$	42.4						
					121.2	R. De Femme, Tank $\frac{2.7}{1.0}$ $\frac{1}{2}$ $\frac{1}{2}$	41.4						
GF				5 20 P.M.	123.9	Ar. GRAND FALLS...Lv.	38.7	12 20					GF
				6 30 A.M.		Lv. GRAND FALLS...Ar.	11.8	12 10					
					135.7	L'Eglise,.....*	26.9						
NS				7 10	136.7	Ar. ST. LEONARD'S, $\frac{1.0}{8.1}$ $\frac{1}{2}$ $\frac{1}{2}$	25.9	11 30					NS
				7 20		Lv. ST. LEONARD'S, $\frac{8.1}{3.8}$ $\frac{1}{2}$ $\frac{1}{2}$	17.8	10 50					
				7 45	144.8	St. Ann's.....*							
					148.6	Green River, Tank $\frac{4.2}{5.1}$ $\frac{1}{2}$ *	14.0						
GR				8 15	152.8	GREEN RIVER.....	9.8	10 25					GR
				8 30	157.9	St. Basil.....*	4.7	10 08					
					161.8	Summit..... $\frac{3.9}{.8}$ $\frac{1}{2}$	.8						
Z				8 50	162.6	Ar...EDMUNDSTON, $\frac{.8}{.0}$ $\frac{1}{2}$ $\frac{1}{2}$ Lv.	.0	9 50					Z
				A. M.				A. M.					

Trains run daily except Sunday.

Dispatching Office at Woodstock. Telegraph Call, W S.

TRAIN DISPATCHERS:

SOUTHERN, NORTHERN, HOULTON, AROOSTOOK,
GIBSON AND EDMUNDSTON SECTIONS:

T. E. SMITH, Chief Dispatcher.

T. W. MURPHY, Dispatcher.

JOHN STEWART,

Superintendent,

WOODSTOCK, N. B.